

Chapter 2. Alternatives

2.1 Alternatives

The TRPA, CEQA, and NEPA require that consideration be given to a range of alternatives that could feasibly achieve the action's goals. The purpose of the alternatives analysis is to facilitate meaningful public participation through an informed decision-making process. A comparative analysis of the alternatives will aid in defining the issues and provide a clear basis for choice by the decision makers and the public. Final selection of a preferred alternative will not be made until after full evaluation of environmental effects, consideration of public comments, and approval of the final environmental document. There are currently three build alternatives and a no-build alternative under consideration. All build alternatives (Alternatives 2–4) are illustrated in Figure 2-1.

After comments are received from the public and reviewing agencies, Placer County, Caltrans, and FHWA may undertake additional environmental and/or engineering studies. A final EA/EIR/EIS will be circulated; the final EA/EIR/EIS will include responses to comments received on the DEA/DEIR/DEIS, and a preferred alternative will be determined once the public comments have been received. Following circulation of the final EA/EIR/EIS, if the decision is made to approve the proposed action, a Notice of Determination will be published for compliance with CEQA and a Record of Decision will be published for compliance with NEPA.

2.2 Project Goals

Project-related needs and purposes are identified in *Chapter 1* of this document. These needs and purposes are employed here as project goals that structure the alternatives definition and screening process. The identified needs and purposes are summarized below.

2.2.1 Identified Purposes

- Enhance pedestrian and bicycle mobility and safety through project design features.
- Improve water quality through the construction of new collection and conveyance infrastructure.
- Enhance the scenic and aesthetic character of the KBCC through project design features.
- Implement TRPA EIP and Community Involvement Plan (CIP) Projects.

2.2.2 Identified Needs

- Improve pedestrian and bicycle mobility and safety along the KBCC.
- Improve water quality and water conveyance infrastructure within the KBCC to meet appropriate standards.
- Improve aesthetic character of the KBCC to meet appropriate standards.
- Meet the community and regional planning objectives set for the KBCC.

2.3 Alternatives Evaluated

Placer County is proposing to improve the segment of SR 28 that runs through the unincorporated community of Kings Beach, located along the north shore of Lake Tahoe. This segment of SR 28 runs from the intersection of SR 28/SR 267 to the intersection of SR 28/Chipmunk Street. Three build alternatives are evaluated: Alternatives 2, 3, and 4. Table 2-1 presents a comparison between each of these alternatives, along with the no-build alternative. Each build alternative includes construction of sidewalks and bike lanes in both directions; improved pedestrian access and public parking areas; water quality improvements; and improvements to the SR 28 intersections with SR 267, and Bear, and Coon Streets.

Final selection of a preferred alternative will not be made until after the full evaluation of environmental effects.

Table 2-1. Relative Alternative Comparisons

Alternative 1	Alternative 2	Alternative 3	Alternative 4
No Project	3 Lane/Roundabouts/Seasonal No On-Street Parking	4 Lanes/Traffic Signals	3 Lanes/Roundabouts/No On-Street Parking
Pedestrian/Bicycle Mobility			
<u>Pros</u> 1. No temporary impacts related to project construction	<u>Pros</u> 1. Wider sidewalks (9.5 feet wide) encourage walking 2. Narrower street and median islands improve pedestrian crossings 3. Bike lanes encourage and make bicycle use safer 4. Roundabouts help serve as median islands to improve pedestrian crossings	<u>Pro</u> 1. Sidewalks (5 feet wide) would improve walking 2. Bicycle lanes encourage and make bicycle use safer 3. Signals would provide safe pedestrian crossings	<u>Pros</u> 1. Widest sidewalks (17 feet plus wide) encourage walking 2. Narrowest street and median islands improve pedestrian crossings 3. Bike lanes encourage and make bicycle use safer, particularly with no parking conflicts 4. Roundabouts help serve as median islands to improve pedestrian crossings
<u>Cons</u> 1. No sidewalks for pedestrians 2. No dedicated areas for bicycles	<u>Con</u> 1. Bicyclists may be unfamiliar with riding through roundabouts	<u>Con</u>	<u>Con</u> 1. Bicyclists may be unfamiliar with riding through roundabouts
Traffic Circulation			
<u>Pros</u> 1. No anticipated impact to traffic circulation	<u>Pros</u> 1. Roundabouts will allow continual flow of traffic (traffic need not stop at signals)	<u>Pros</u> 1. Left turn lanes on highway may slightly improve circulation 2. Signal lights will improve access from side streets	<u>Pros</u> 1. Roundabouts will allow continual flow of traffic (traffic need not stop at signals)
<u>Cons</u> 1. May be difficult to access highway from side streets at peak periods	<u>Cons</u> 1. Substantial traffic congestion during peak summer season and growing with time 2. Future traffic congestion would lead to cut through traffic through residential neighborhood		<u>Cons</u> 1. Substantial traffic congestion during peak summer season and growing with time 2. Future traffic congestion would lead to cut through traffic through residential neighborhood

Table 2-1. Continued

Alternative 1	Alternative 2	Alternative 3	Alternative 4
No Project	3 Lane/Roundabouts/Seasonal No On-Street Parking	4 Lanes/Traffic Signals	3 Lanes/Roundabouts/No On-Street Parking
Traffic Safety/Speeds			
<u>Pros</u>	<u>Pros</u> 1. Speeds likely reduced through two lane section.	<u>Pros</u> 1. Signals could better control traffic through the commercial area.	<u>Pros</u> 1. Speeds likely reduced through two lane section.
<u>Cons</u> 1. No change	<u>Cons</u> 1. Cut through traffic on neighborhood streets during peak periods could cause safety concerns. 2. Traffic congestion could lead to safety concerns.	<u>Cons</u> 1. Traffic speeds would remain essentially the same through town	<u>Cons</u> 1. Cut through traffic on neighborhood streets during peak periods could cause safety concerns. 2. Traffic congestion could lead to safety concerns.
Transit Operations			
<u>Pros</u> 1. No impacts	<u>Pros</u> 1. Improved walkability (ie wider sidewalks) and more structured parking nodes may encourage transit ridership 2. Better bus turnouts and shelters will enhance transit experience	<u>Pros</u> 1. Improved walkability (ie a sidewalk) and more structured parking nodes may encourage transit ridership 2. Better bus turnouts and shelters will enhance transit experience	<u>Pros</u> 1. Improved walkability (ie wider sidewalks) and more structured parking nodes may encourage transit ridership 2. Better bus turnouts and shelters will enhance transit experience
	<u>Cons</u> 1. Increased periods of traffic congestion will delay busses caught in traffic		<u>Cons</u> 1. Increased periods of traffic congestion will delay busses caught in traffic

Table 2-1. Continued

Alternative 1	Alternative 2	Alternative 3	Alternative 4
No Project	3 Lane/Roundabouts/Seasonal No On-Street Parking	4 Lanes/Traffic Signals	3 Lanes/Roundabouts/No On-Street Parking
Aesthetics			
	<u>Pros</u> 1. Wider sidewalk provides more room for aesthetic treatment and less pavement 2. More organized parking. 3. Roundabouts can be considered distinctive. 4. Narrower road provides greater pedestrian ambiance.	<u>Pros</u> 1. Some sidewalk differentiates traffic areas from pedestrian areas 2. More organized parking	<u>Pros</u> 1. Wider sidewalk provides more room for aesthetic treatment and less pavement 2. More organized parking. 3. Roundabouts can be considered distinctive. 4. Narrower road provides greater pedestrian ambiance. 5. No on street parking will open view corridors and provide less visual “clutter”
<u>Cons</u> 1. No improvement		<u>Cons</u> 1. Signal lights often considered unattractive 2. Dedicated left turn lanes require more pavement.	
Water Quality			
<u>Pros</u>	<u>Pros</u> 1. Substantial water quality improvements	<u>Pros</u> 1. Substantial water quality improvements	<u>Pros</u> 1. Substantial water quality improvements
<u>Cons</u> 1. No improvement			
Biology			
<u>Pros</u> No impacts	<u>Pros</u>	<u>Pros</u>	<u>Pros</u>
	<u>Cons</u> 1. Some trees removed for parking construction	<u>Cons</u> 1. Some trees removed for parking construction	<u>Cons</u> 1. Some trees removed for parking construction

Table 2-1. Continued

Alternative 1	Alternative 2	Alternative 3	Alternative 4
No Project	3 Lane/Roundabouts/Seasonal No On-Street Parking	4 Lanes/Traffic Signals	3 Lanes/Roundabouts/No On-Street Parking
Parking			
<u>Pros</u> 1. No change in number or type of parking	<u>Pros</u> 1. More parking provided for general public use. 2. Provide safer and more organized off-street parking	<u>Pros</u> 1. More parking provided for general public use. 2. Provide safer and more organized off-street parking	<u>Pros</u> 1. More parking provided for general public use. 2. Provide safer and more organized off-street parking
<u>Cons</u> 1. Inefficient and sometimes unsafe use of available parking areas	<u>Cons</u> 1. Some specific parking areas are relocated away from their current area. 2. On-street parking removed during the peak traffic/summer tourist season	<u>Cons</u> 1. Some specific parking areas are relocated away from their current area.	<u>Cons</u> 1. Some specific parking areas are relocated away from their current area. 2. No on-street parking
Right of Way Acquisition			
<u>Pros</u> 1. No acquisition required	<u>Pros</u> 1. No structures are directly affected. 2. Wider sidewalks provide more area to transition into private property.	<u>Pros</u> 1. Minor permanent right of way needed	<u>Pros</u> 1. No structures are directly affected. 2. Wider sidewalks provide more area to transition into private property.
	<u>Cons</u> 1. Acquisition required at roundabout locations	<u>Cons</u> 1. Substantial temporary construction easements needed to transition proposed improvements to private property	<u>Cons</u> 1. Acquisition required at roundabout locations

Table 2-1. Continued

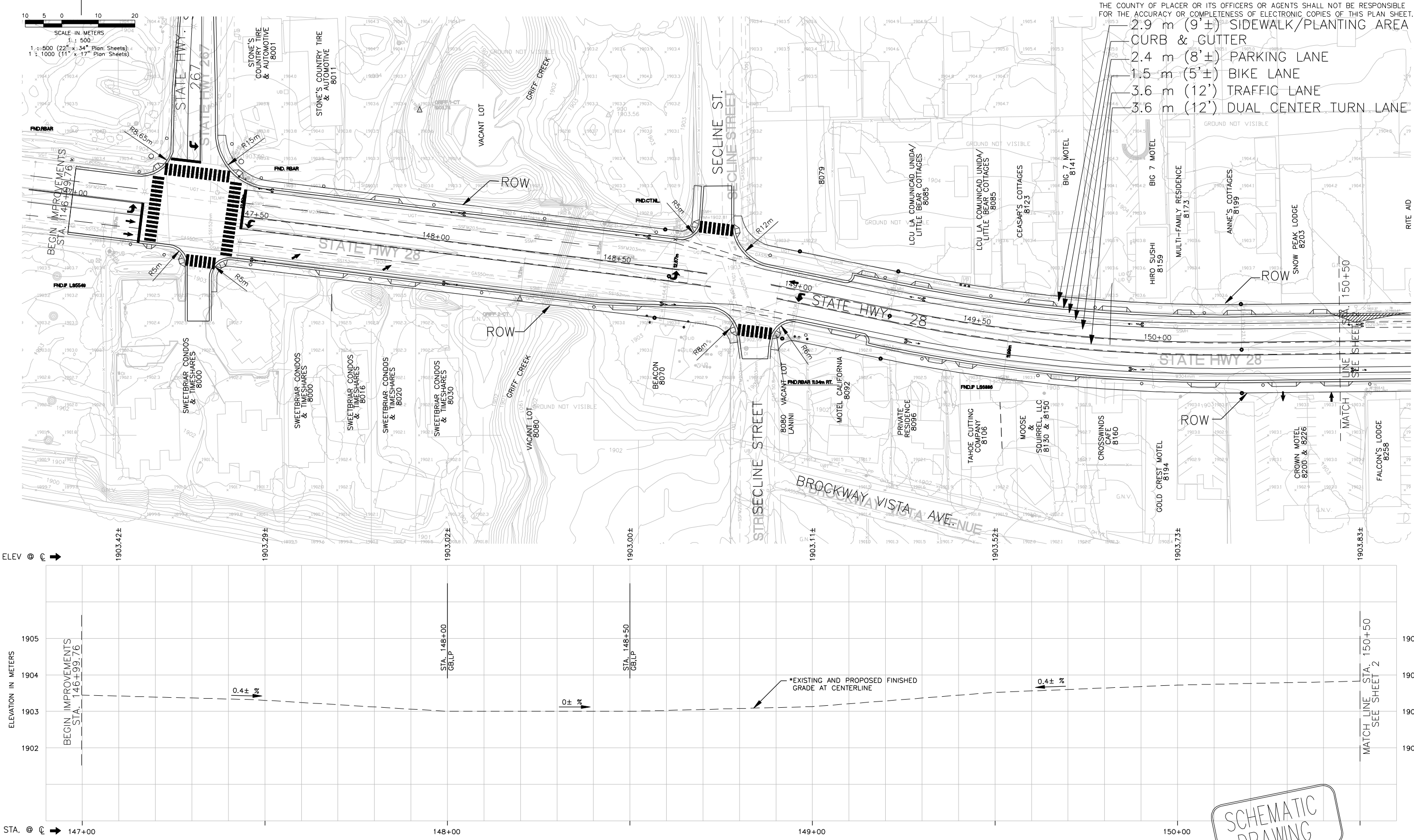
Alternative 1	Alternative 2	Alternative 3	Alternative 4
No Project	3 Lane/Roundabouts/Seasonal No On-Street Parking	4 Lanes/Traffic Signals	3 Lanes/Roundabouts/No On-Street Parking
Constructability			
<u>Pros</u> 1. No construction	<u>Pros</u> 1. Narrowing road provides more room for construction. 2. Provides for quicker construction, reducing construction impacts on community	<u>Cons</u> 1. Pavement to within 5 feet of buildings in some areas will be difficult. 2. Narrower sidewalks provide less area to transition road (drainage facilities) to private property. 3. Maintaining 4 traffic lanes during construction will be expensive and take more time to construct	<u>Pros</u> 1. Narrowest road provides most room for construction. 2. Provides for quicker construction, reducing construction impacts on community
Cost (Construction): \$0–			

ALTERNATIVE 2 - ROADWAY CROSS SECTION:

- 1 - 3.6 m (12') TRAFFIC LANE EACH DIRECTION
- 1 - 3.6 m (12') DUAL CENTER TURN LANE
- 1 - 1.5 m (5') BIKE LANE EACH DIRECTION
- 1 - 2.4 m (8') PARKING LANE EACH DIRECTION
- 1 - 2.9 m (9') SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 6 FOR TYPICAL X-SECTION - ALTERNATIVE 2)



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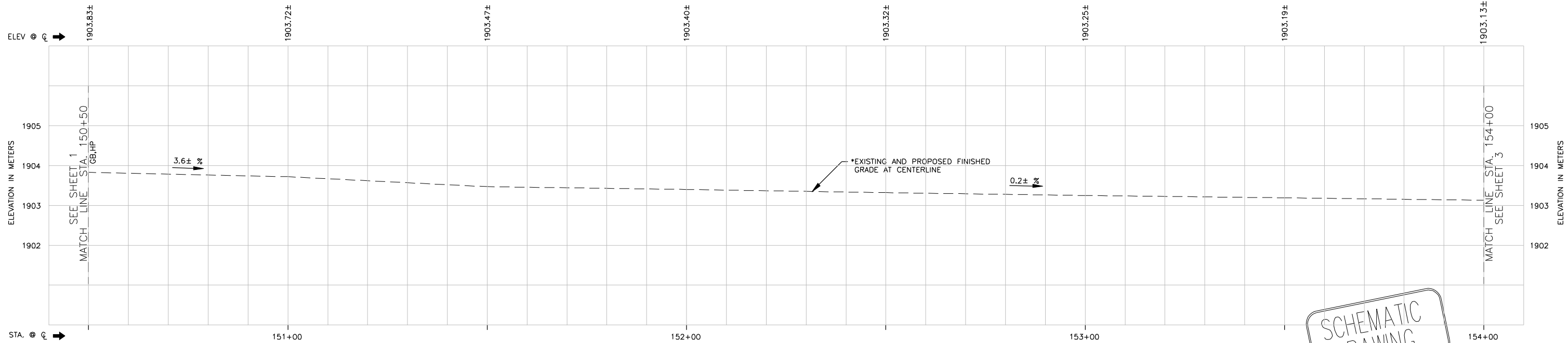
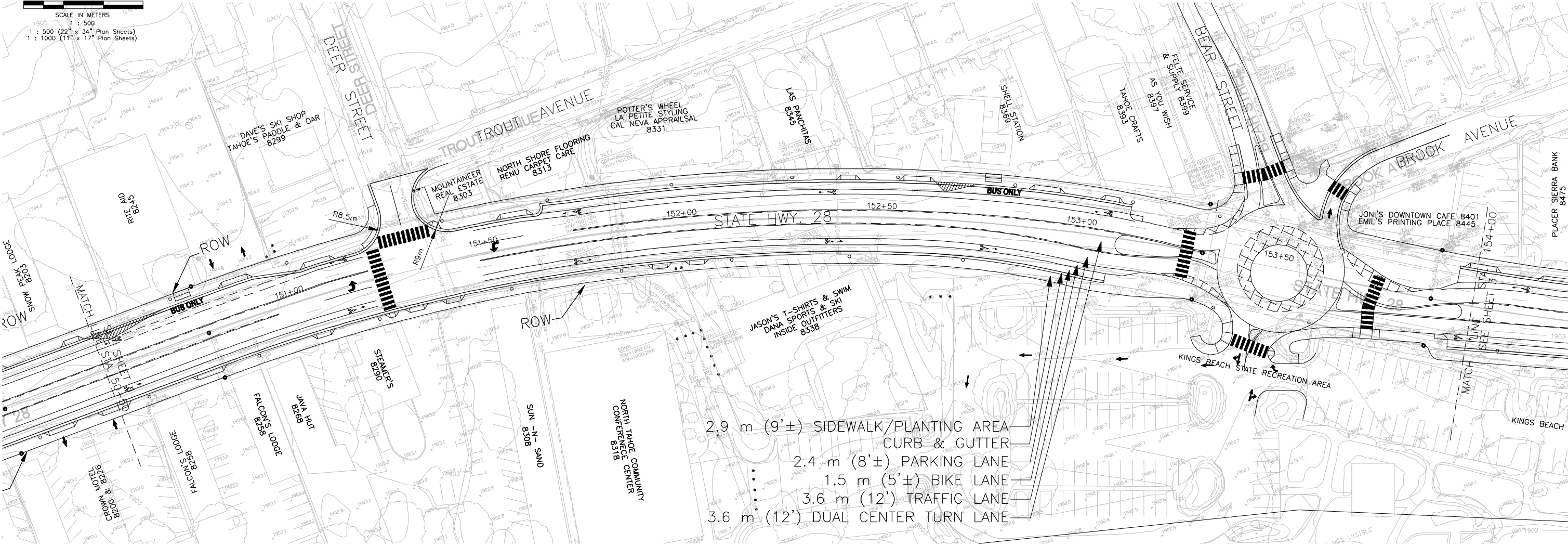
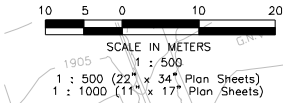
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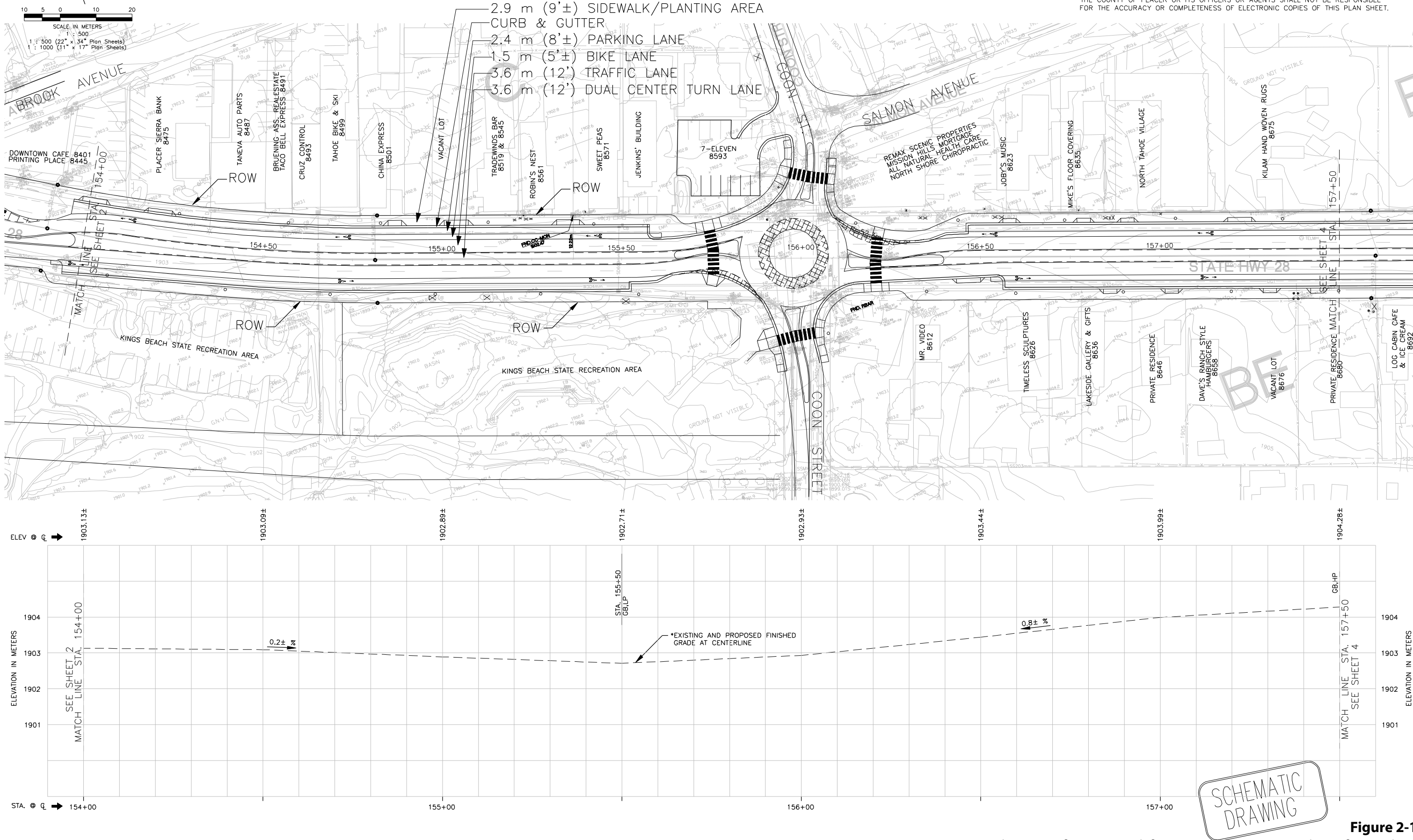
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1 - 2.9 m (9') SIDEWALK/PLANTING AREA EACH DIRECTION
(SEE SHEET 6 FOR TYPICAL X-SECTION - ALTERNATIVE 2)



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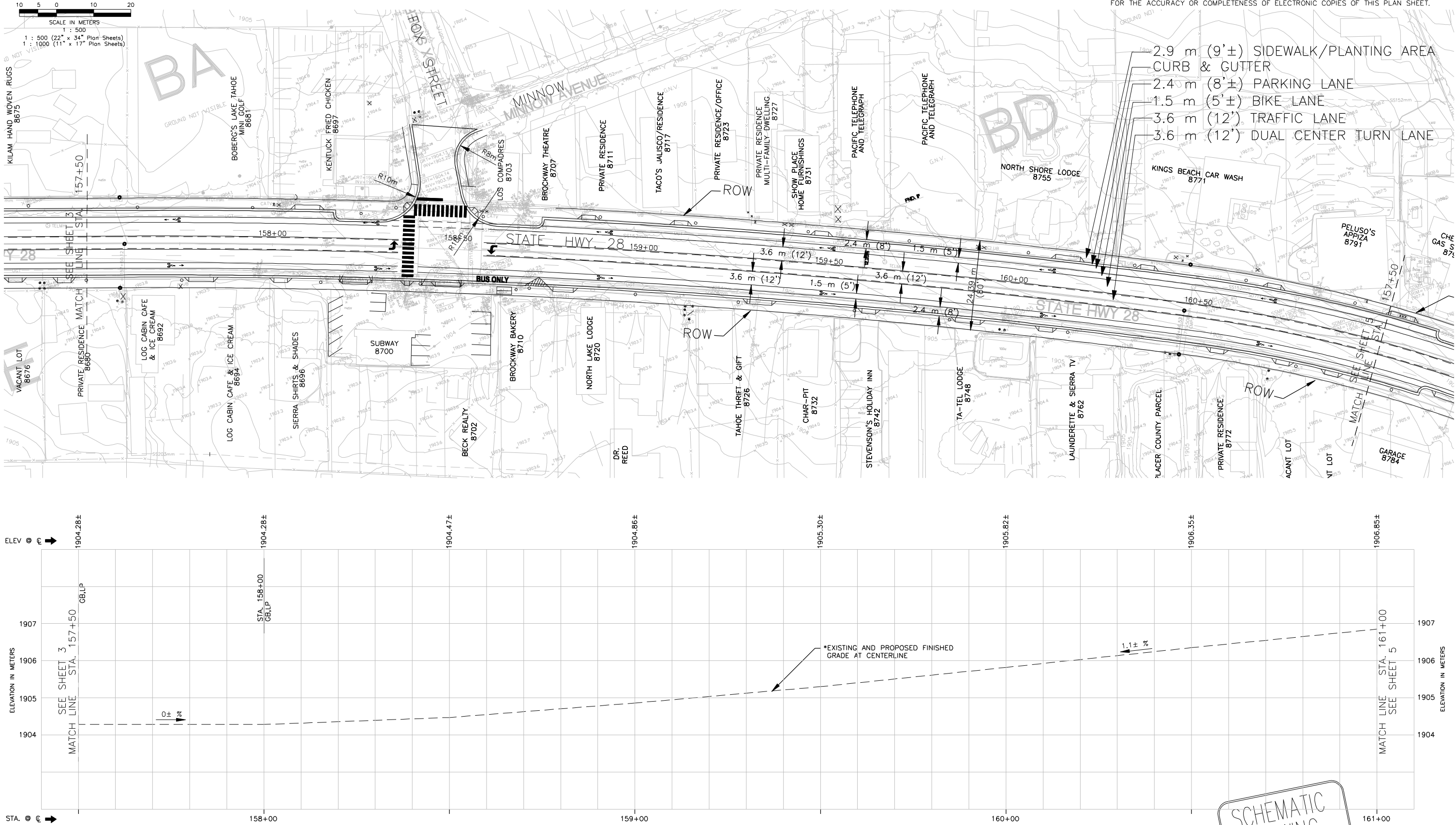
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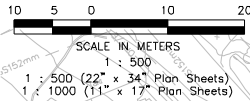
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- (SEE SHEET 6 FOR TYPICAL X-SECTION - ALTERNATIVE 2)

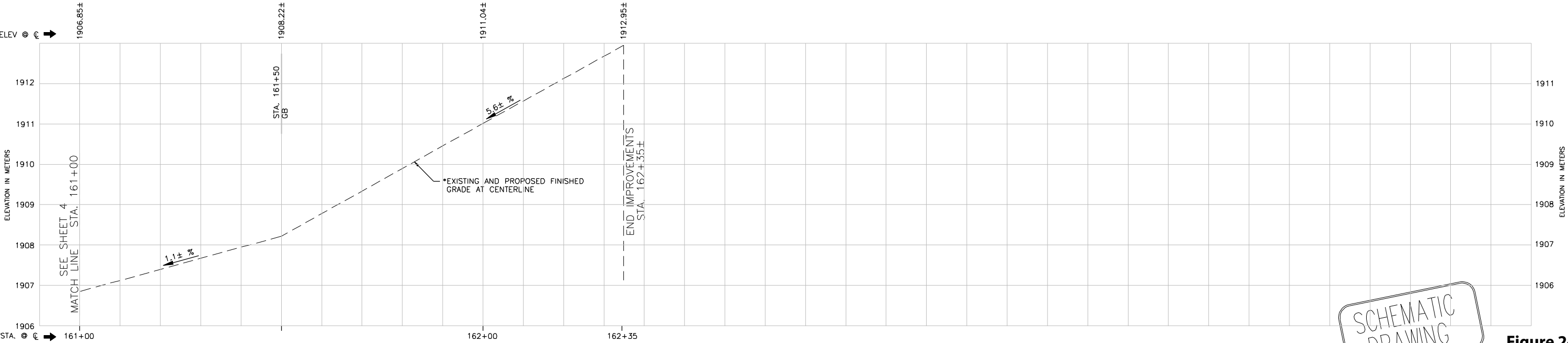


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- 2.9 m (9'±) SIDEWALK/PLANTING AREA
- CURB & GUTTER
- 2.4 m (8'±) PARKING LANE
- 1.5 m (5'±) BIKE LANE
- 3.6 m (12') TRAFFIC LANE
- 3.6 m (12') DUAL CENTER TURN LANE



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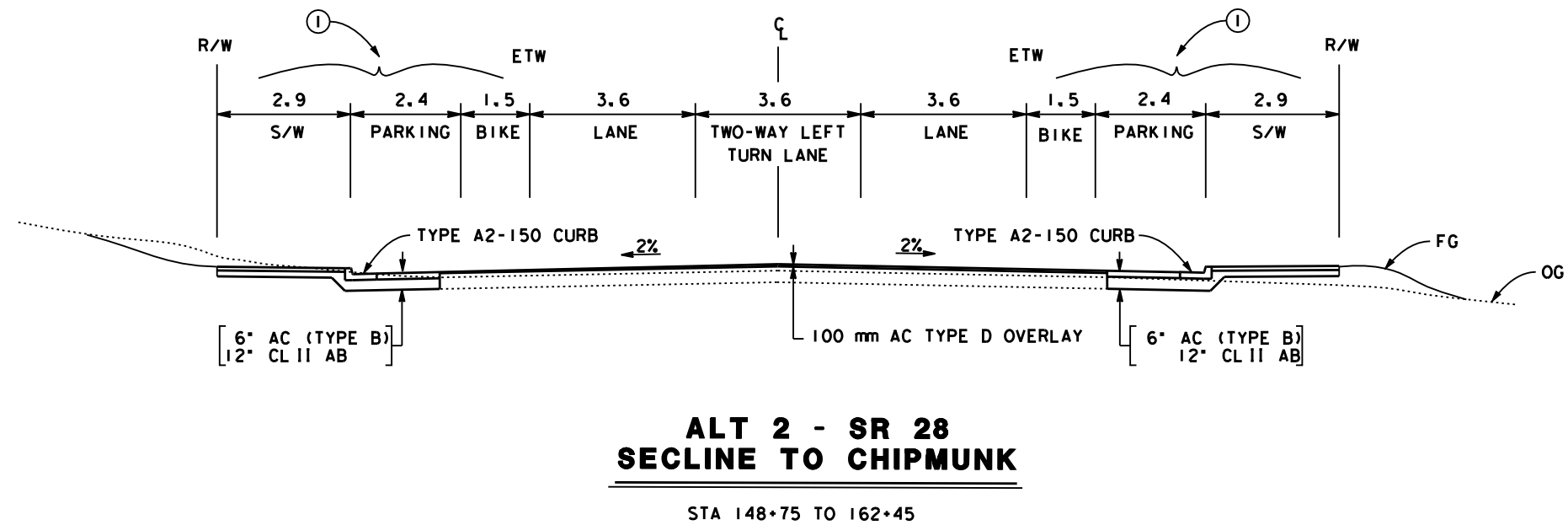
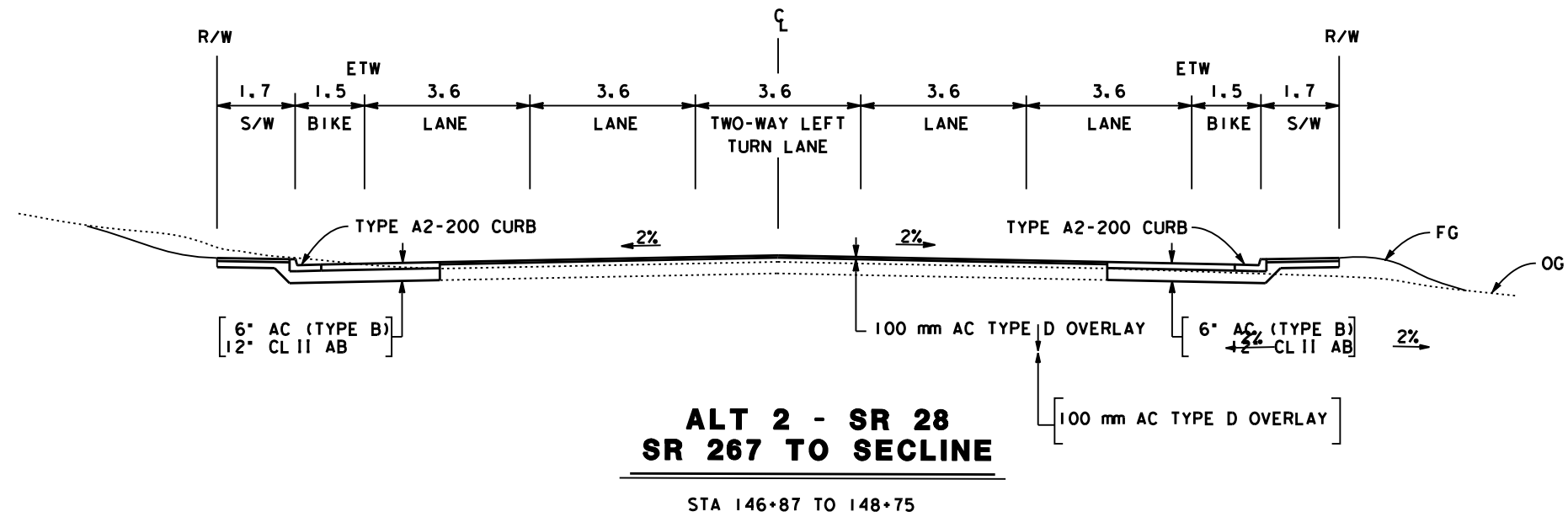
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NOTES:

- ① OPTION TO REDUCE SIDEWALK BY 0.6m (2.0 ft) EACH SIDE OF STREET TO INCREASE PARKING AND BIKE LANE BY 0.3m (1.0 ft) EACH.



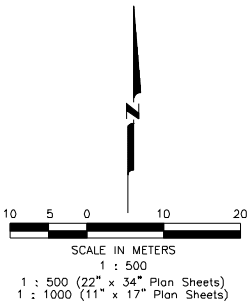
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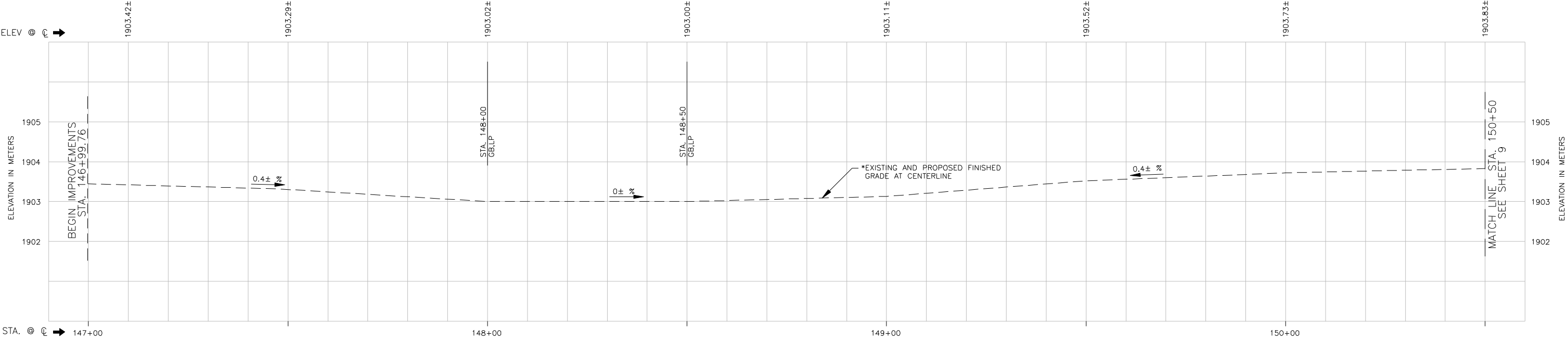
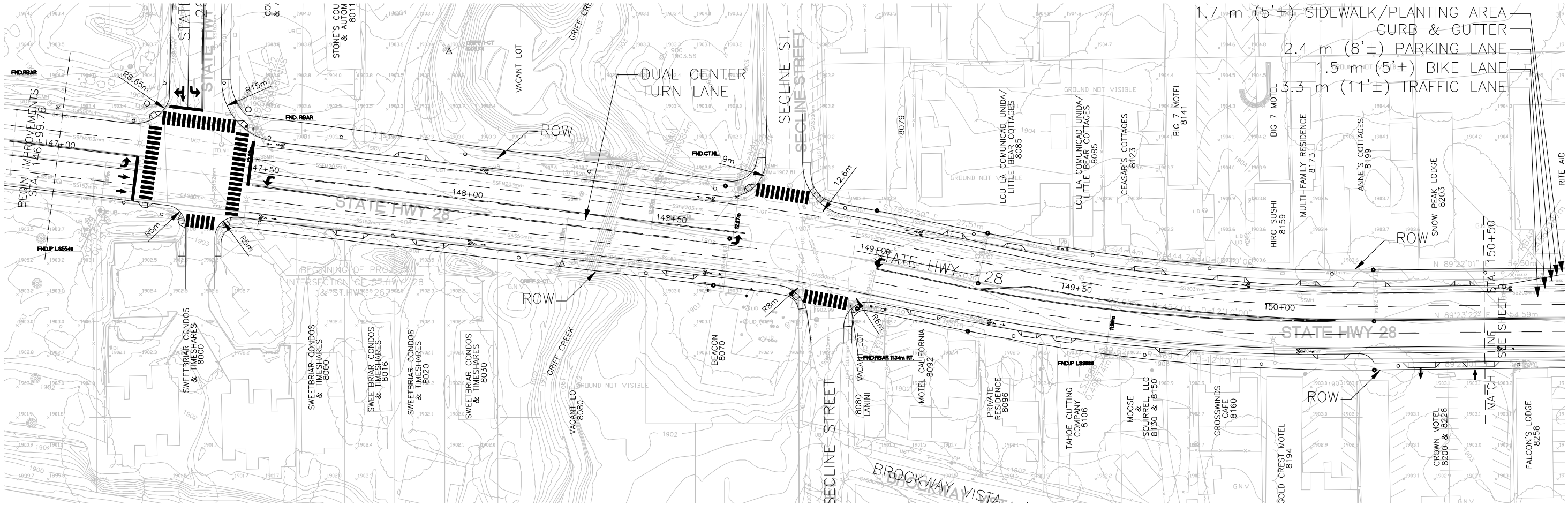
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ALTERNATIVE 3 - ROADWAY CROSS SECTION:
2 - 3.3 m (11') TRAFFIC LANES EACH DIRECTION
1 - 1.5 m (5±) BIKE LANE EACH DIRECTION
1 - 2.4 m (8±) PARKING LANE EACH DIRECTION
1 - 1.7 m (5±) SIDEWALKS EACH DIRECTION
(SEE SHEET 12 FOR TYPICAL X-SECTION - ALTERNATIVE 3)



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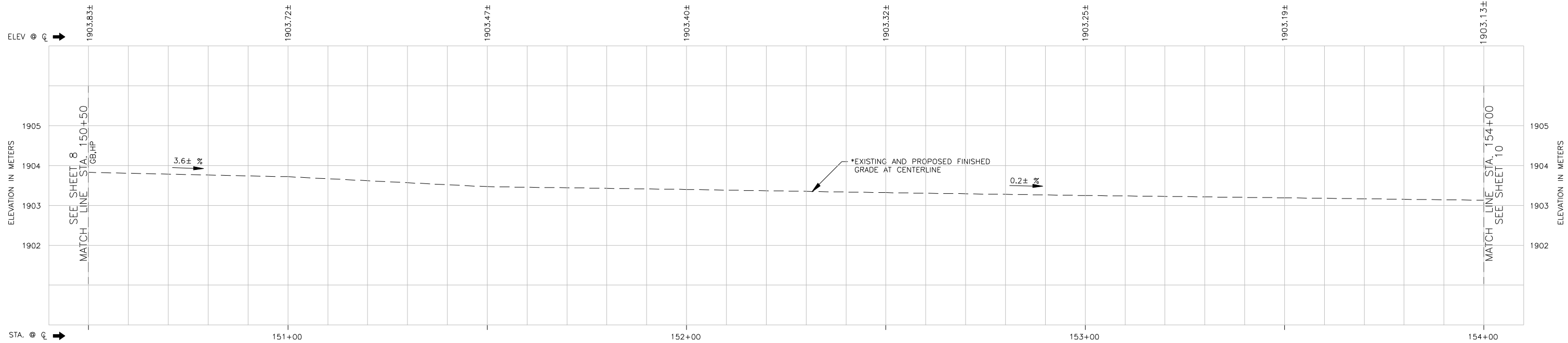
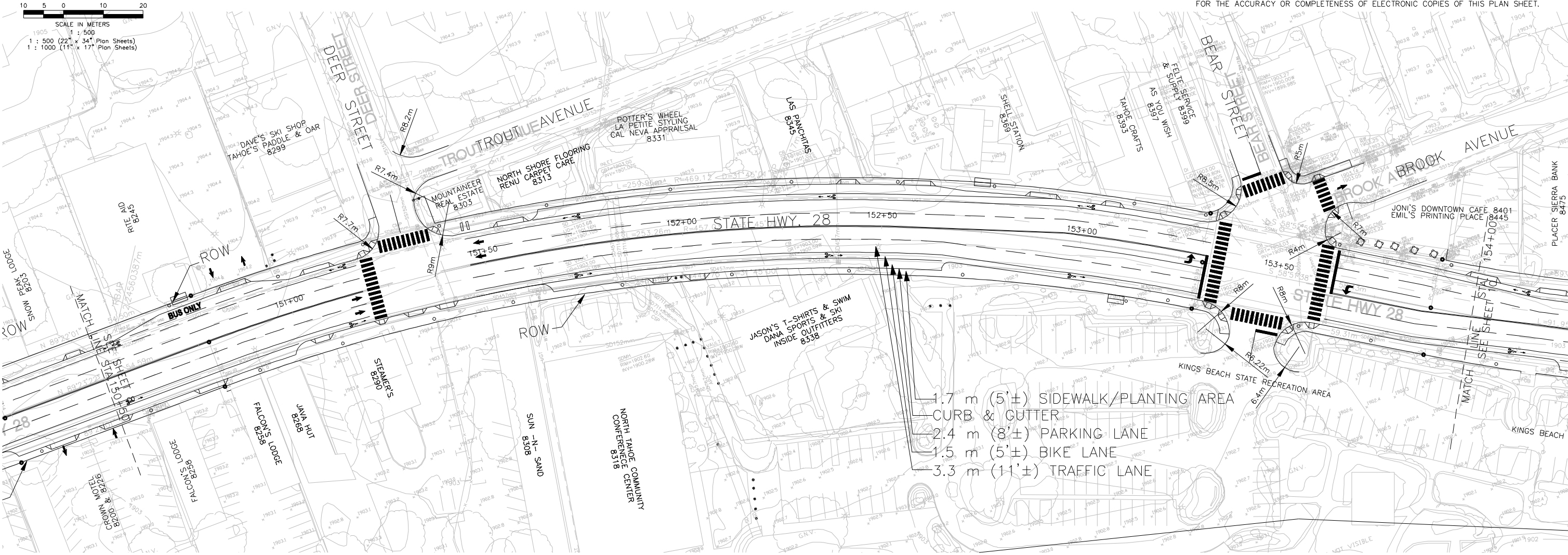
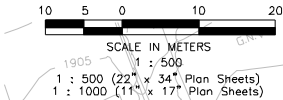
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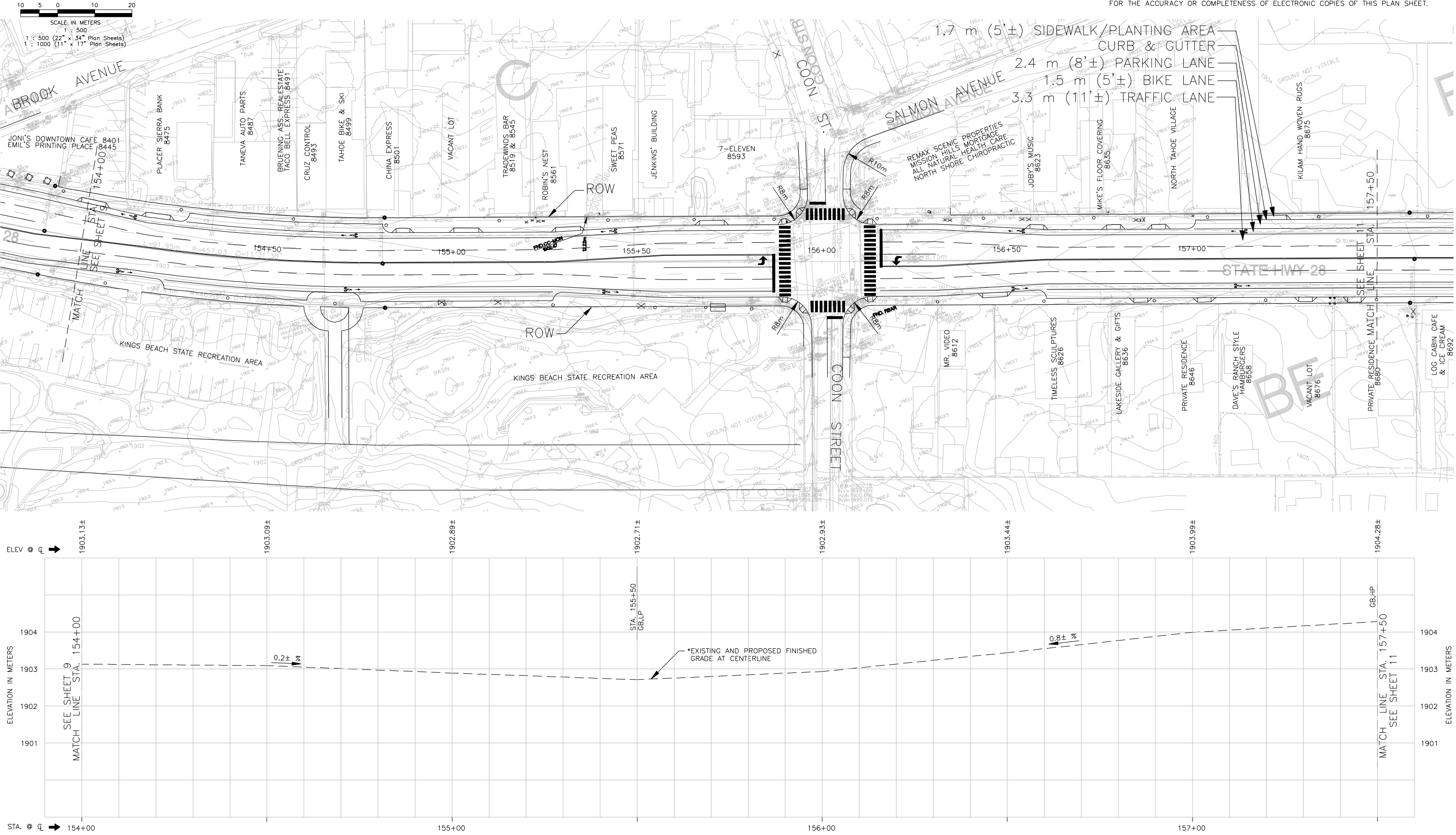
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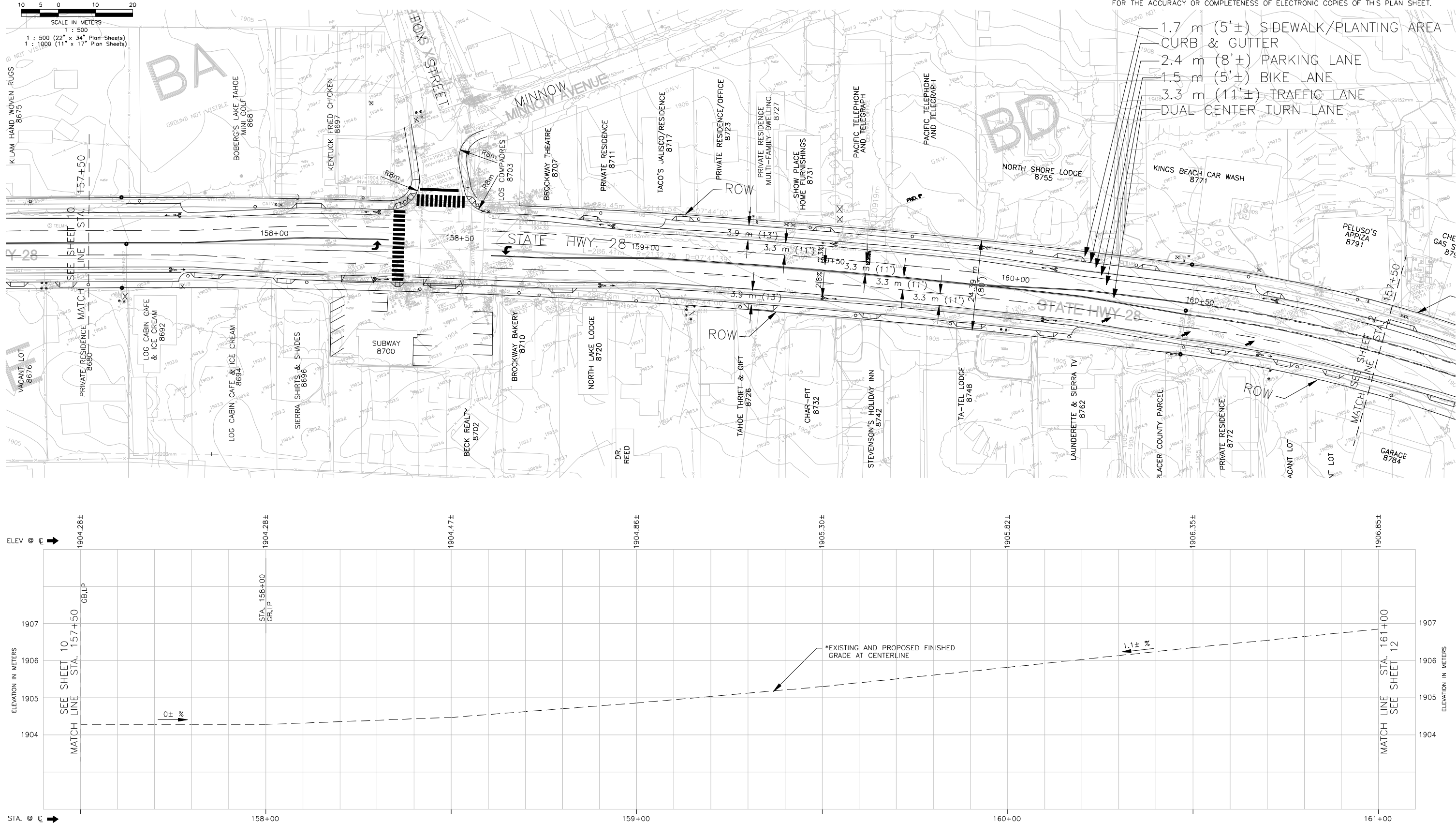
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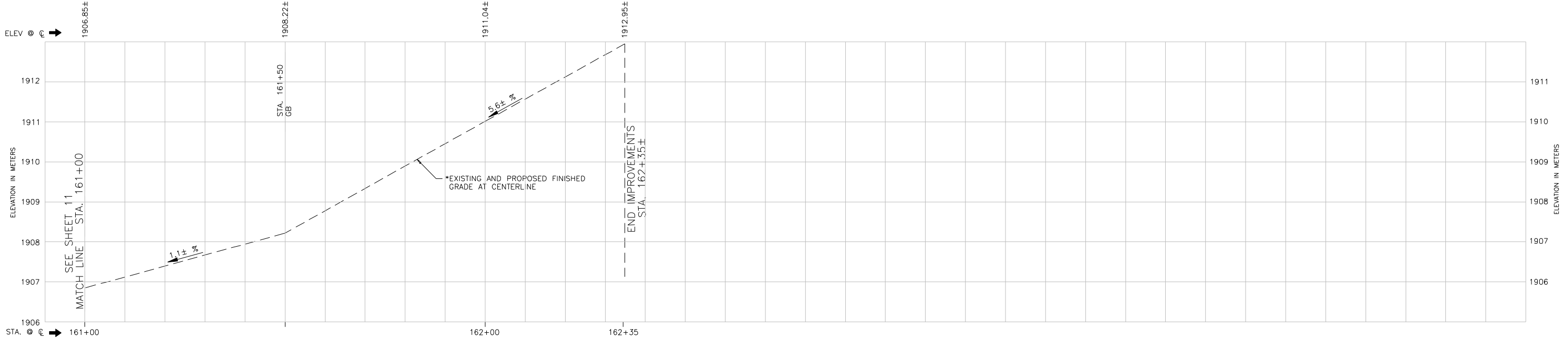
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FEASIBILITY STUDY - ALTERNATIVE 3 - PLAN, PROFILE & STRIPING LAYOUT

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